Public Notice

Applicant: Point Breeze Camp, Incorporated

Date:
Published: May 3, 2001
Expires: June 2, 2001

U.S. Army Corps of Engineers
Buffalo District **CELRB-CO-R**

In Reply Refer To:
RE: 90-474-3(1) **Section:** NY 10 and 404

Application for Permit under Authority of Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (33 U.S.C. 1344).

Point Breeze Camp, Incorporated, 9456 Lake Shore Road, Angola, New York 14006, has applied to reaffirm a Department of the Army permit for work which was not constructed. The project involves installing a marina and breakwater protection along the shoreline of Lake Erie in the Town of Evans, Erie County, New York.

The applicant proposes the following work:

a. To place approximately 600 cubic yards of heavy stone over the cliff at Point Breeze. A front-end loader and backhoe will be used to place the stone as riprap shore protection along approximately 100 feet of shoreline around Point Breeze. The stone will be placed in such a manner that it can also serve as a staging area for heavy equipment. The equipment will reach the staging area from an existing access ramp on the east side of the marina. Using the staging area as a starting point, the contractor will begin constructing an 1,125 foot long, bin type, sheet pile breakwater held in place by gravity and extending waterward from the Point Breeze area. Because the breakwall will be a gravity structure, resting on exposed bedrock, no sheet pile driving or excavation are proposed. The breakwall will be constructed of parallel steel sheet pile walls spaced 18 feet apart and internally braced with steel angles and tie rods. As the walls are extended waterward, 10,500 cubic yards of broken concrete, dredged harbor stone and other stone will be dumped between them. The fill will be placed to within 12 inches of the top of the wall and will serve as a roadway for equipment to continue extending the wall and placing fill. The breakwall will extend 555 feet northwest from shore and 570 feet east. After the fill is completed it will be capped with 12 inches of reinforced concrete at elevation 580.1 feet International Great Lakes Datum (IGLD 1985). The cap will serve as a road for service vehicles and a walkway for fishermen. Toe protection for the breakwall will consist of approximately 2,700 cubic yards of heavy stone placed by crane or backhoe at a slope of two to one. The breakwall, including riprap, will cover approximately 35,000 square feet of lake bottom and contain 13,200 cubic yards of fill, of which approximately 8,500 cubic yards will be placed below the plane of Ordinary High Water (OHW), elevation of 573.4 feet IGLD (1985).

b. To dredge approximately 5,000 cubic yards of sand, gravel, and cobble lake bottom from an area 550 feet long by 240 feet wide. The bottom will be dredged to an elevation of 566.6 feet (IGLD 1985). The equipment to be used will be a front-end loader and bulldozer. All dredged material will be used as fill for the breakwater and the bulkhead.

c. To install approximately 800 feet of sheetpile bulkhead along the OHW shoreline. Approximately 430 feet will be placed above the OHW shoreline, and the remaining 290 feet will be placed up to 17 feet lakeward of the OHW shoreline. Where necessary, excavation for the bulkhead will be done with a backhoe and loader. Approximately 700 cubic yards of excavated material and harbor dredging will be placed behind the bulkhead to elevation 576.6 feet. Approximately 200 cubic yards of fill will be placed below OHW. About 60 cubic yards of heavy stone will be placed against the bulkhead, below OHW, as toe protection. The fill will cover about 5,500 feet of lake bottom.

d. To annually install five floating main docks that will be attached to the proposed breakwall. The docks will be five feet wide and vary in length from 385 to 520 feet. A chain and cable system will anchor the docks. About 166 floating finger docks, two feet wide and varying in length from 20 feet to 30 feet, will be attached to the main docks. The new docks will provide mooring for 300 to 400 boats.

e. To annually maintenance dredge the marina. It is expected that construction of the breakwater may cause accretion of littoral drift material. Once a year about 1,500 to 4,600 cubic yards of sand will be dredged from the mouth of the harbor. The dredged material will be deposited at a designated off-shore site (Area #5) and along the east shoreline (Area #4) for continuance in the littoral process. Approximately 200 cubic yards will be placed below OHW at Area #4. A copy of the "Sand Bypassing and Beach Nourishment Plan", dated May 5, 1995, has been included with this correspondence. If a dredging permit is issued, this office proposes to issue for a period of five years.

f. To annually install a line of channel markers extending from the boat ramp north toward the breakwater. At the end of the season the markers will be replaced by a log boom to restrict ice movement within the harbor.

g. To resurface an existing concrete boat ramp. The dimensions of the boat ramp are 48 feet wide by 70 feet long. Approximately 25 feet of the boat ramp extends below the OHW mark.

The purpose of the project is to provide a protected harbor with in-water mooring for boats the applicant now stores upland and must launch and retrieve each time customers wish to use them. The breakwater will also serve as a safe harbor for transient boats, shoreline protection and increased access for walkers, fishermen, and handicapped persons.

Location and details of the above described work are shown on the attached maps and drawings.

Questions pertaining to the work described in this notice should be directed to David W. Leput, who can be contacted by calling (716) 879-4191, or by e-mail at: david.w.leput@usace.army.mil

The following authorization(s) may be required for this project:

Water Quality Certification (or waiver thereof) from the New York State Department of Environmental Conservation.

Coastal Zone Management Consistency (or waiver thereof) from the New York State Department of State Coastal Management Program.

Any comments on the consistency of the proposed activity with New York State's Coastal Zone Management Program should be forwarded to:

Ms. Diana Boos
New York Department of State
Division of Coastal Resources
Consistency Coordinator
Coastal Management Program
41 State Street
Albany, New York 12231-0001
Telephone (518) 486-3200

There are no registered historic properties or properties listed as being eligible for inclusion in the National Register of Historic Places that will be affected by this project.

In addition, available evidence indicates that the proposed work will not affect a species proposed or designated by the U.S. Department of the Interior as threatened or endangered, nor will it affect the critical habitat of any such species.

This notice is promulgated in accordance with Title 33, Code of Federal Regulations, parts 320-330. Any interested party desiring to comment on the work described herein may do so by submitting their comments, in writing, so that they are received no later than 4:30 pm on the expiration date of this notice.

Comments should be sent to the U. S. Army Corps of Engineers, 1776 Niagara Street, Buffalo, New York 14207-3199, and should be marked to the attention of David W. Leput, or by e-mail at: david.w.leput@usace.army.mil. A lack of response will be interpreted as meaning that there is no objection to the work as proposed.

Comments submitted in response to this notice will be fully considered during the public interest review for this permit application. All written comments will be made a part of the administrative record. Due to resource limitations, this office will normally not acknowledge the receipt of comments or respond to individual letters of comment.

Any individual may request a public hearing by submitting their written request, stating the specific reasons for holding a hearing, in the same manner and time period as other comments.

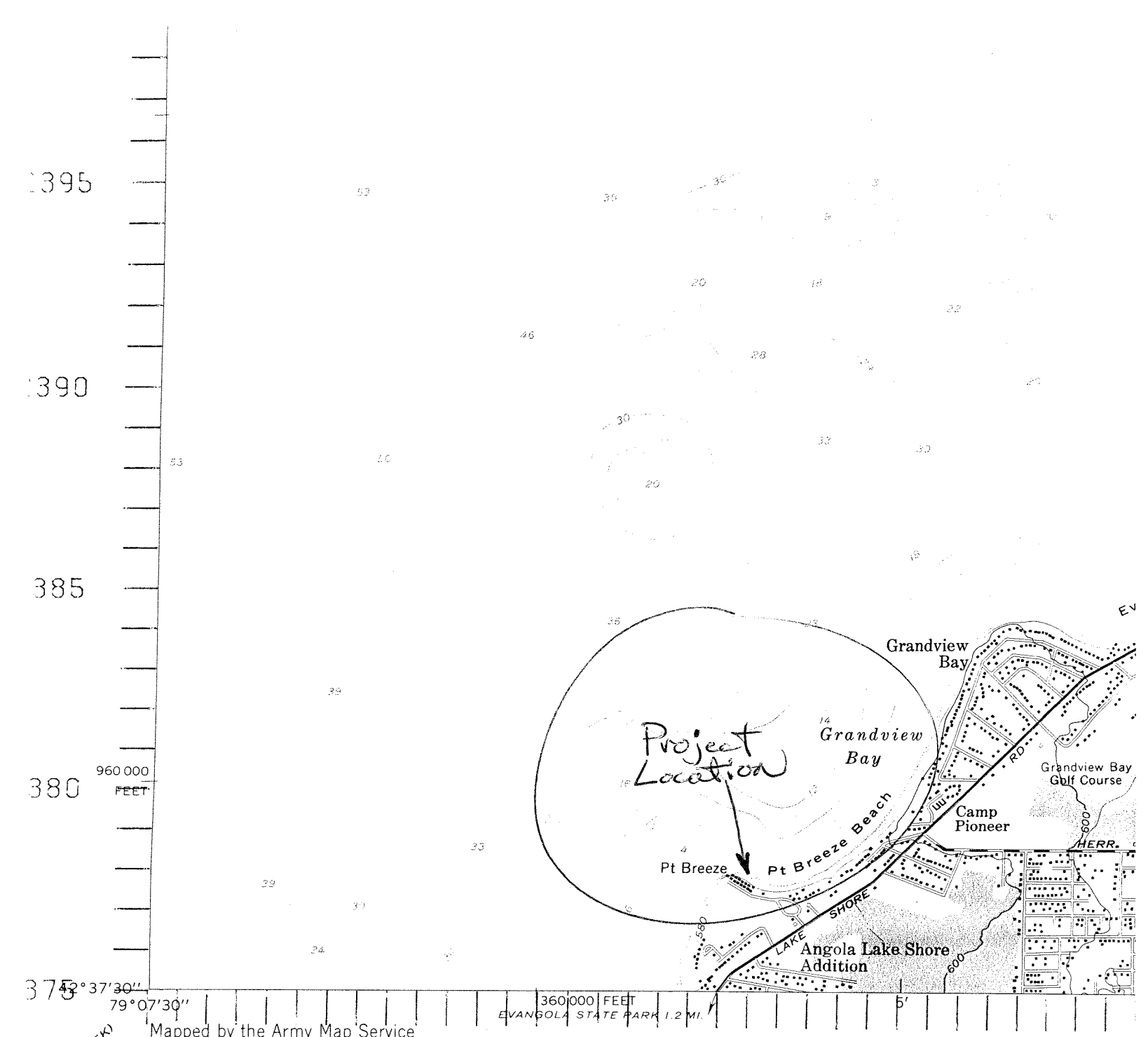
Public hearings for the purposes of the Corps permit program will be held when the District Commander determines he can obtain additional information, not available in written comments, that will aid him in the decision making process for this application. A Corps hearing is not a source of information for the general public, nor a forum for the resolution of issues or conflicting points of view (witnesses are not sworn and cross examination is prohibited). Hearings will not be held to obtain information on issues unrelated to the work requiring a permit, such as property ownership, neighbor disputes, or the behavior or actions of the public or applicant on upland property not regulated by the Department of the Army. Information obtained from a public hearing is given no greater weight than that obtained from written comments. Therefore, you should not fail to make timely written comments because a hearing might be held.

The decision to approve or deny this permit request will be based on an evaluation of the probable impact, including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among these are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

for Paul G. Leuchner
Chief, Regulatory Branch

NOTICE TO POSTMASTER: It is requested that this notice be posted continuously and conspicuously for 30 days from the date of issuance.



Mapped by the Army Map Service

Edited and published by the Geological Survey

Control by USC&GS and USCE

Topography by photogrammetric methods from aerial photographs taken 1942. Field checked 1943
Revised by the Geological Survey 1960

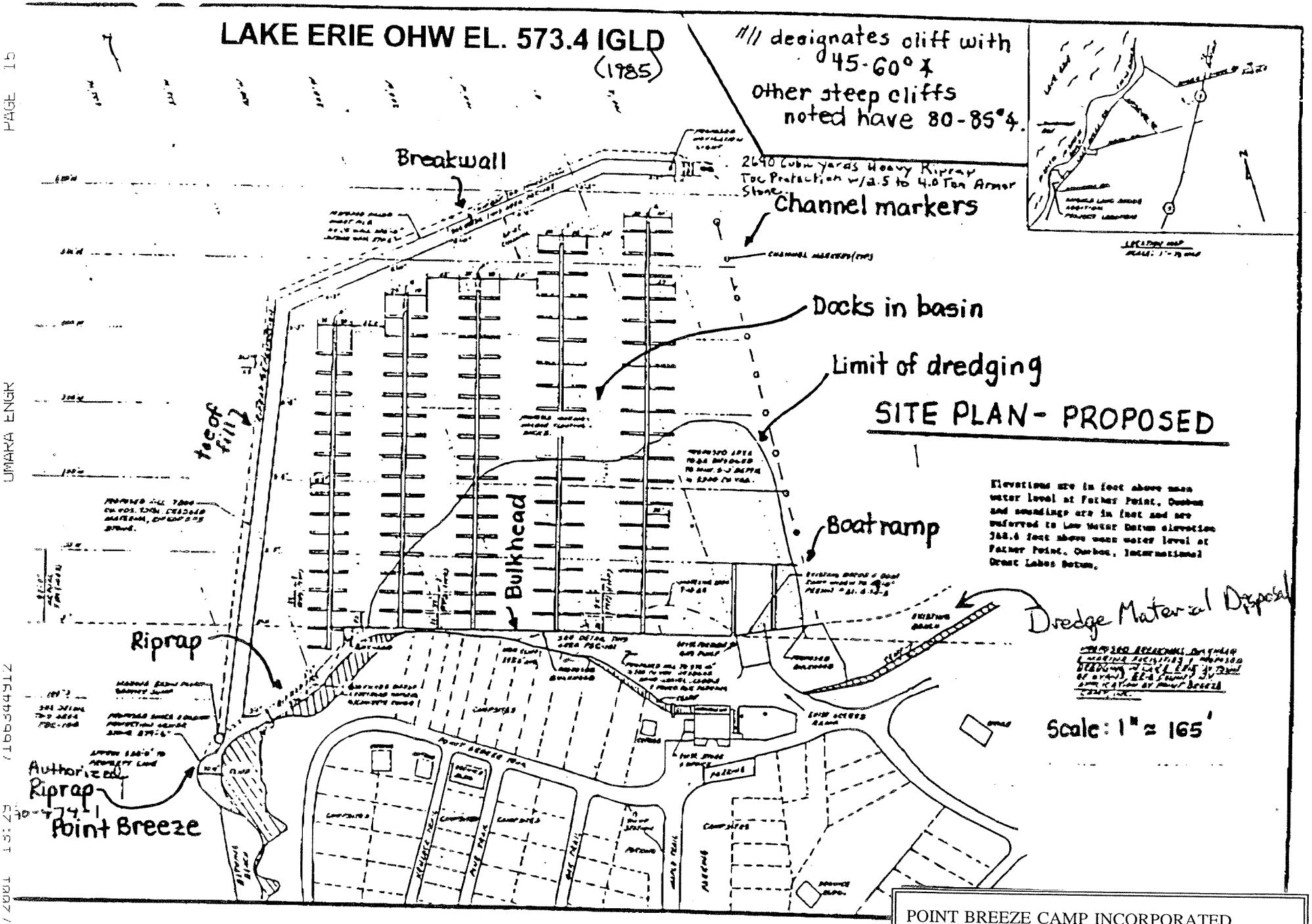
Selected hydrographic data compiled from U. S. Lake Survey Charts 31 and 32 (1956). This information is not intended for navigational purposes

Polyconic projection. 1927 North American datum
10,000-foot grid based on New York coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks, zone 17, shown in blue

DEPTH CURVES AND

THIS MAP CO
FOR SALE BY U
A FOLDER DESCRIBING

POINT BREEZE CAMP INCORPORATED
D/A Processing No. 90-474-3(1)
Erie County, New York Quad: ANGOLA
Sheet 1 of 15



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Erie County, New York Quad: ANGOLA
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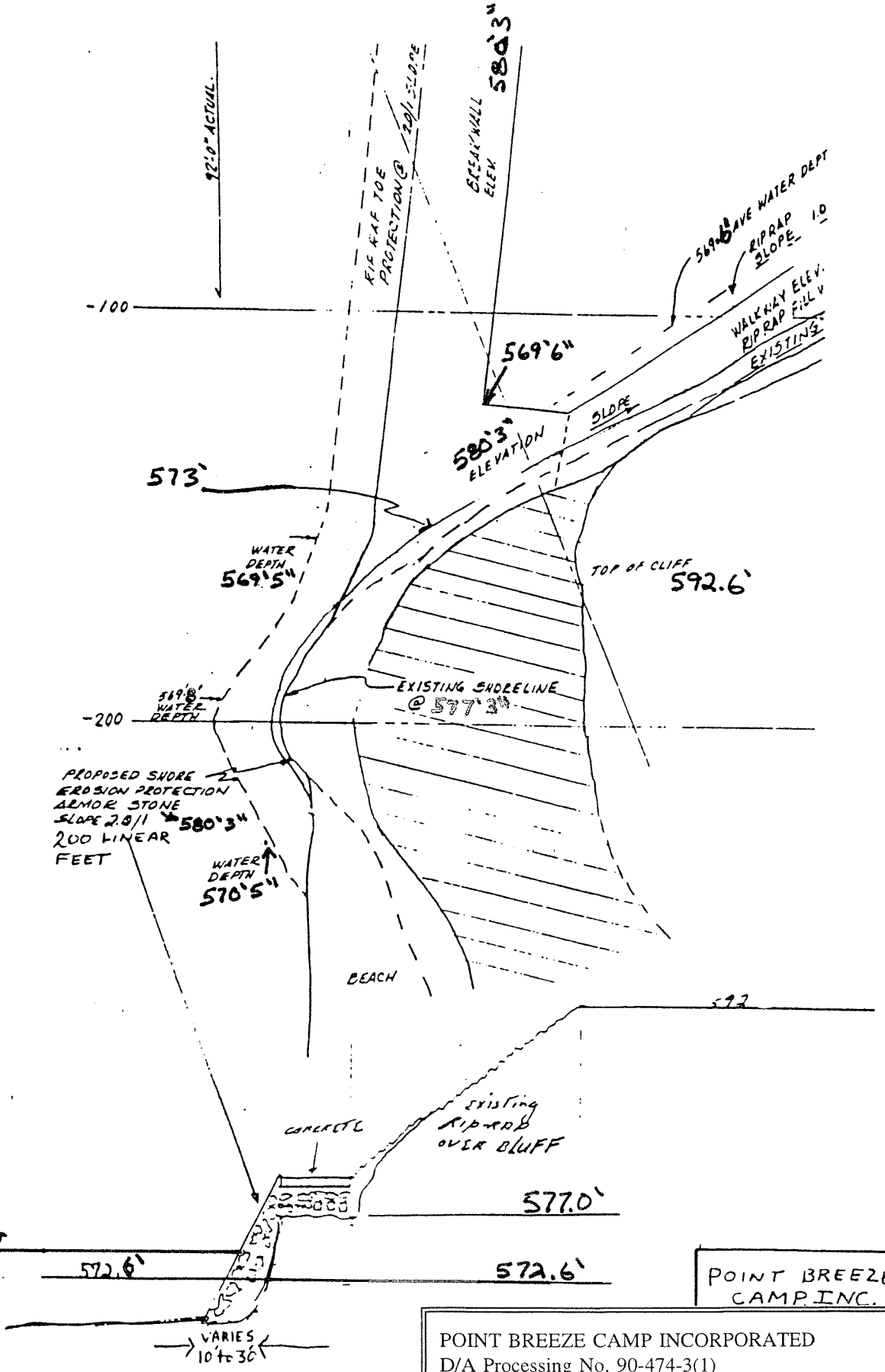

Ordinary High Water
573.4' (IGLD 85)

SEP 2 2 1989

POINT BREEZE CAMP INC.

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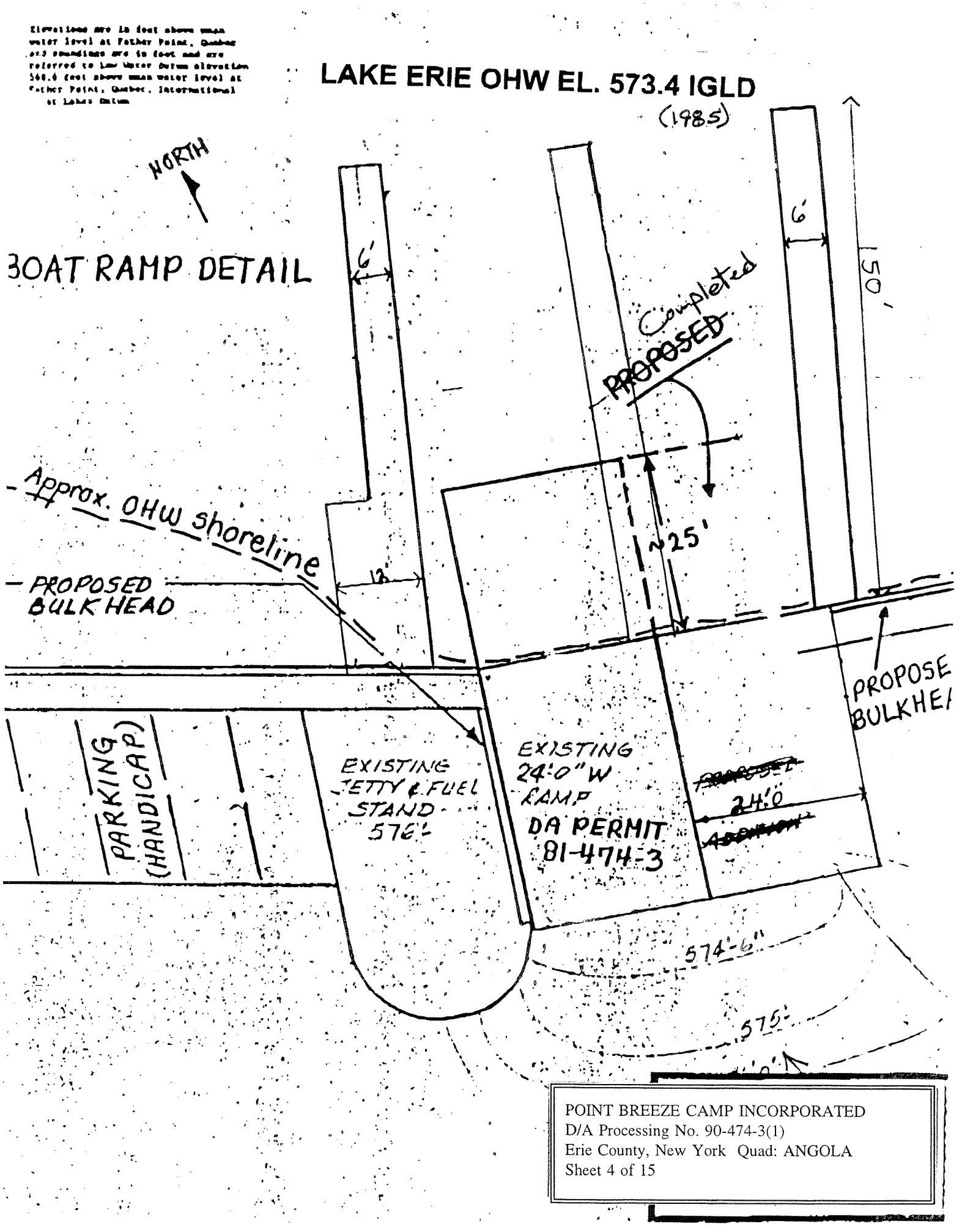
Elevations are in feet above mean water level at Father Point, Quebec and soundings are in feet and are referred to Low Water Datum elevation 568.6 feet above mean water level at Father Point, Quebec, International Great Lakes Datum



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LAKE ERIE OHW EL. 573.4 IGLD (1985)

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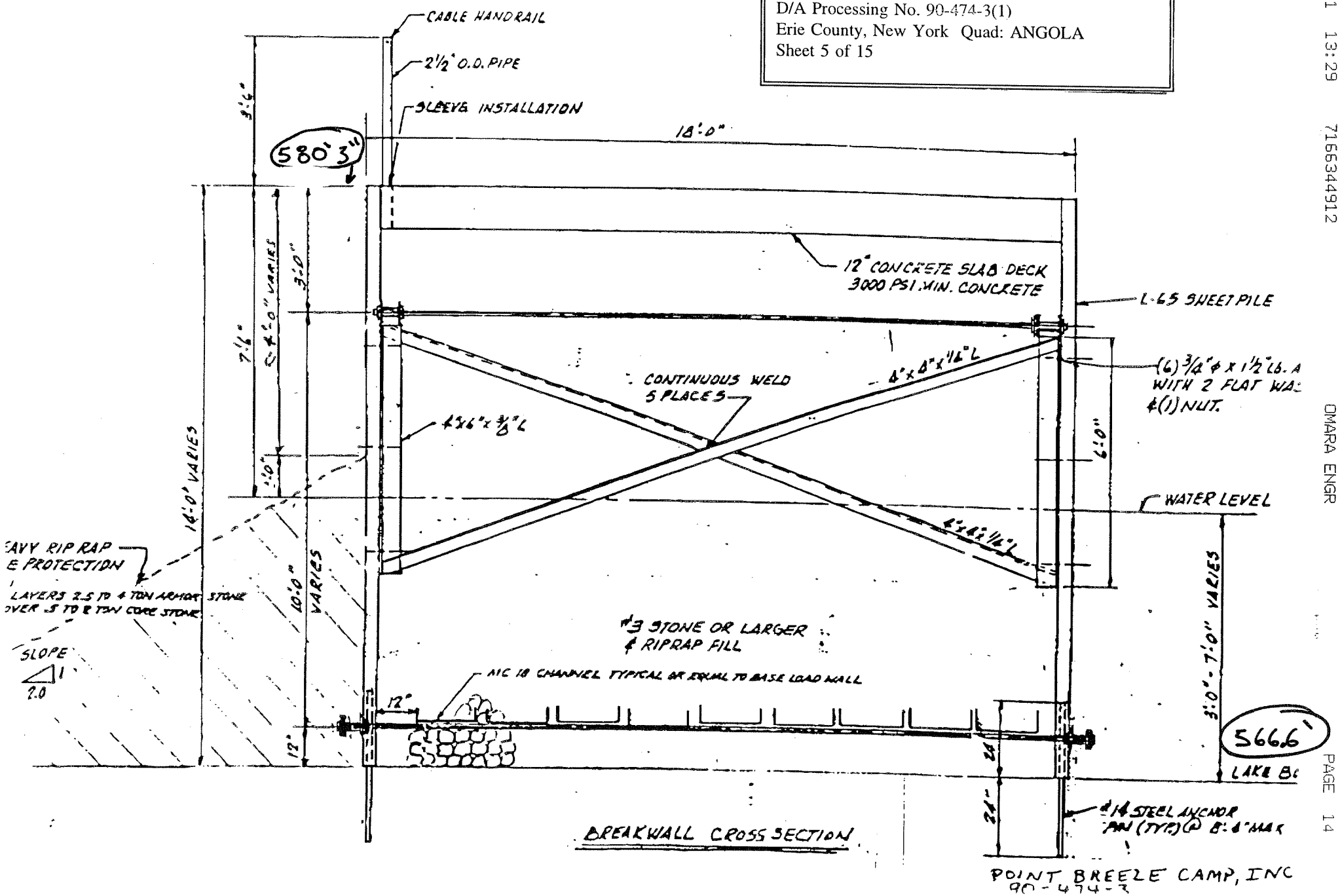

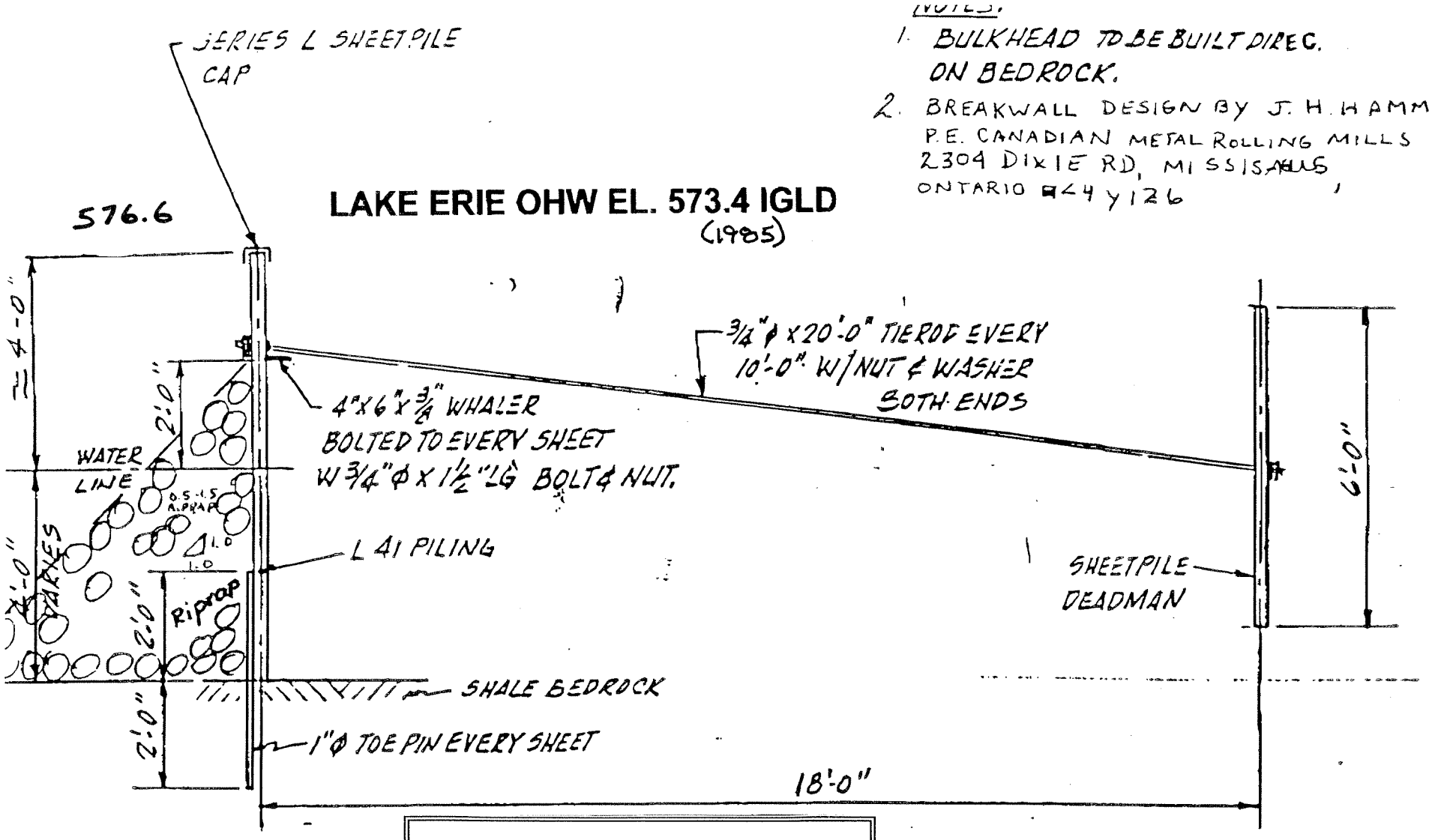

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(Not to scale)

Elevations are in feet above mean water level at Father Point, Quebec and soundings are in feet and are referred to Low Water Datum elevation 568.6 feet above mean water level at Father Point, Quebec, International Great Lakes Datum

POINT BREEZE CAMP INC.
MARINA IMPROVEMENT
SHORE BULKHEAD DETAIL

90-474-3 SHEETS OF 8

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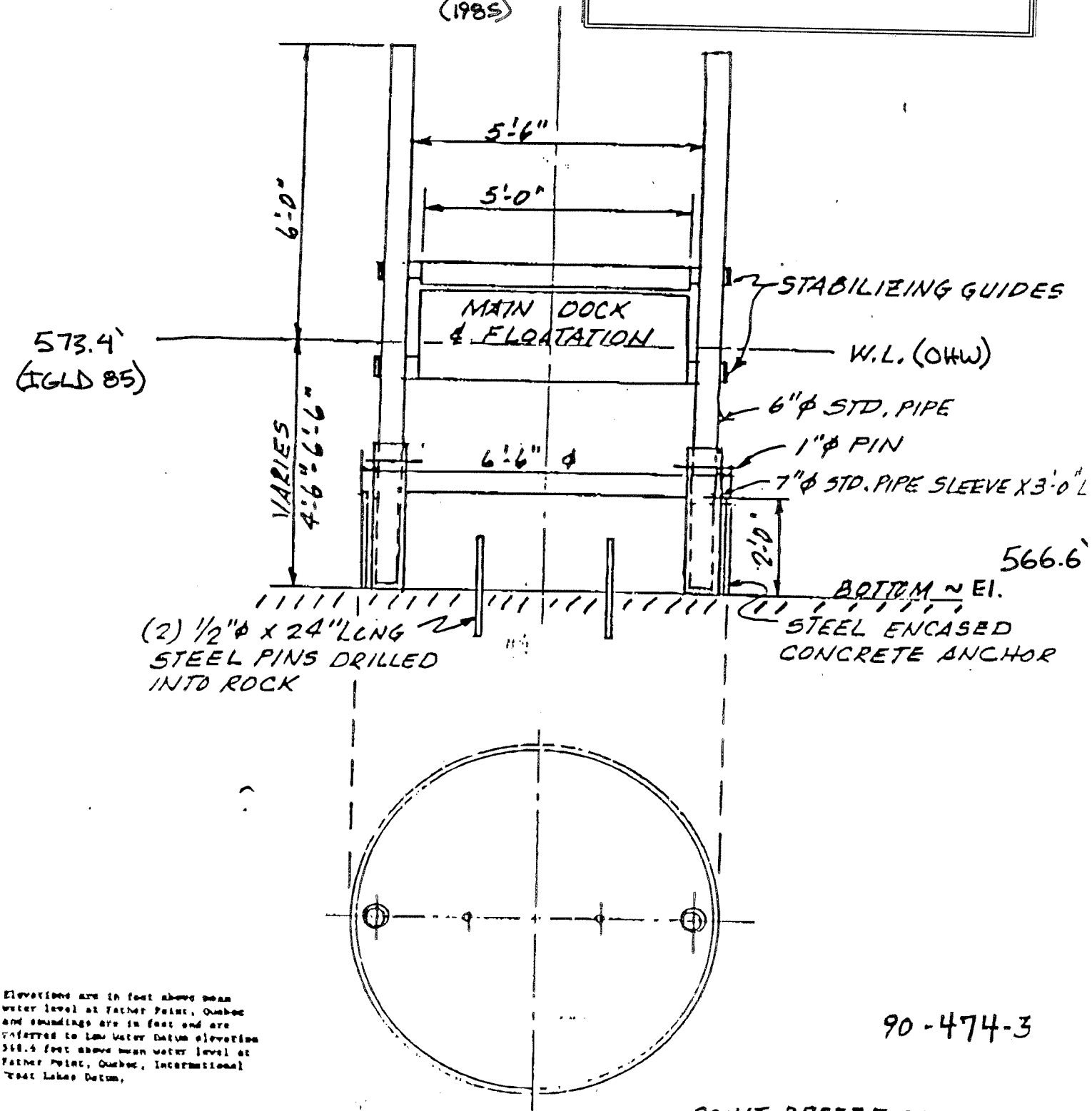
Sheet 7 of 15

LAKE ERIE OHW EL. 573.4 IGLD (1985)

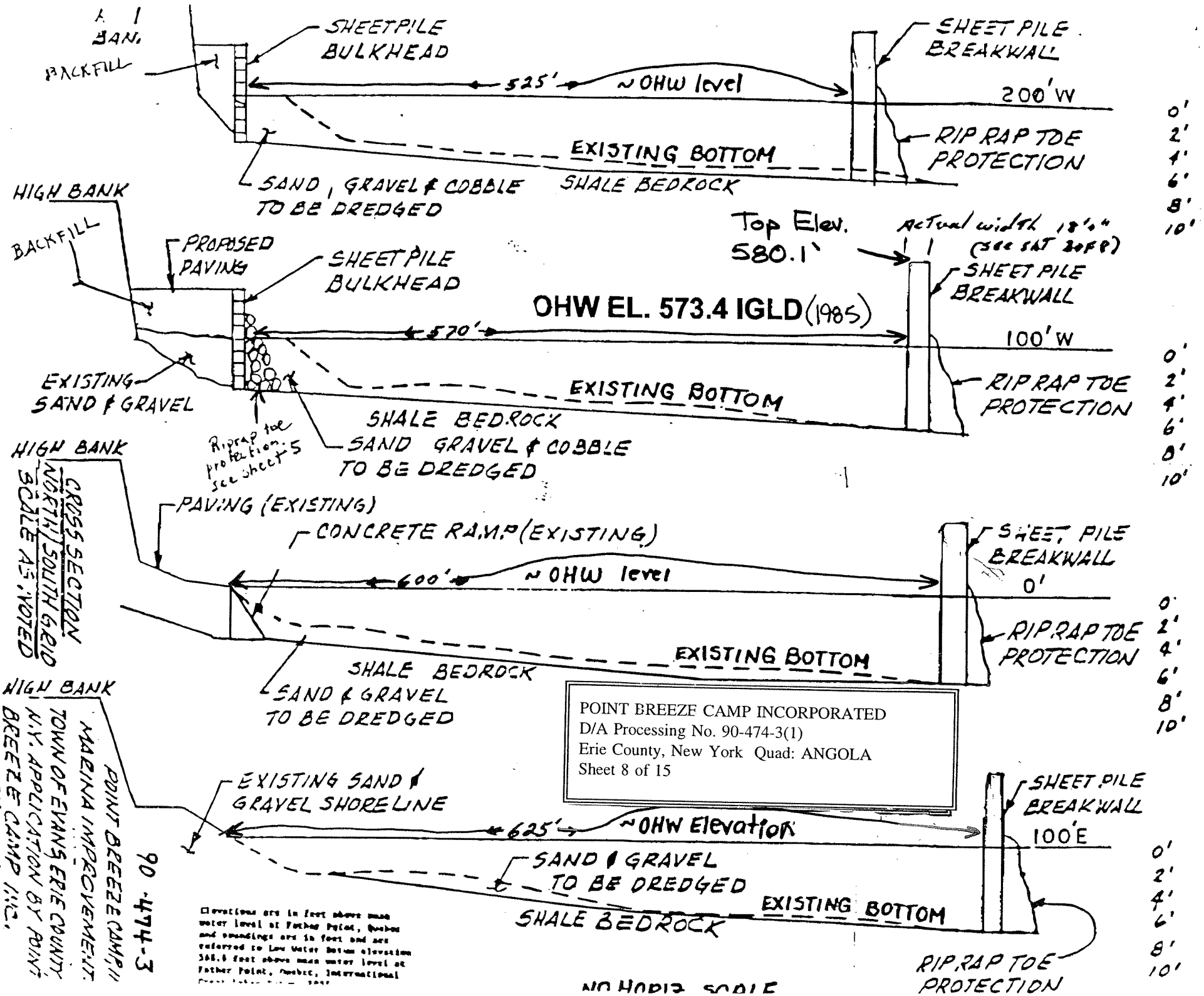


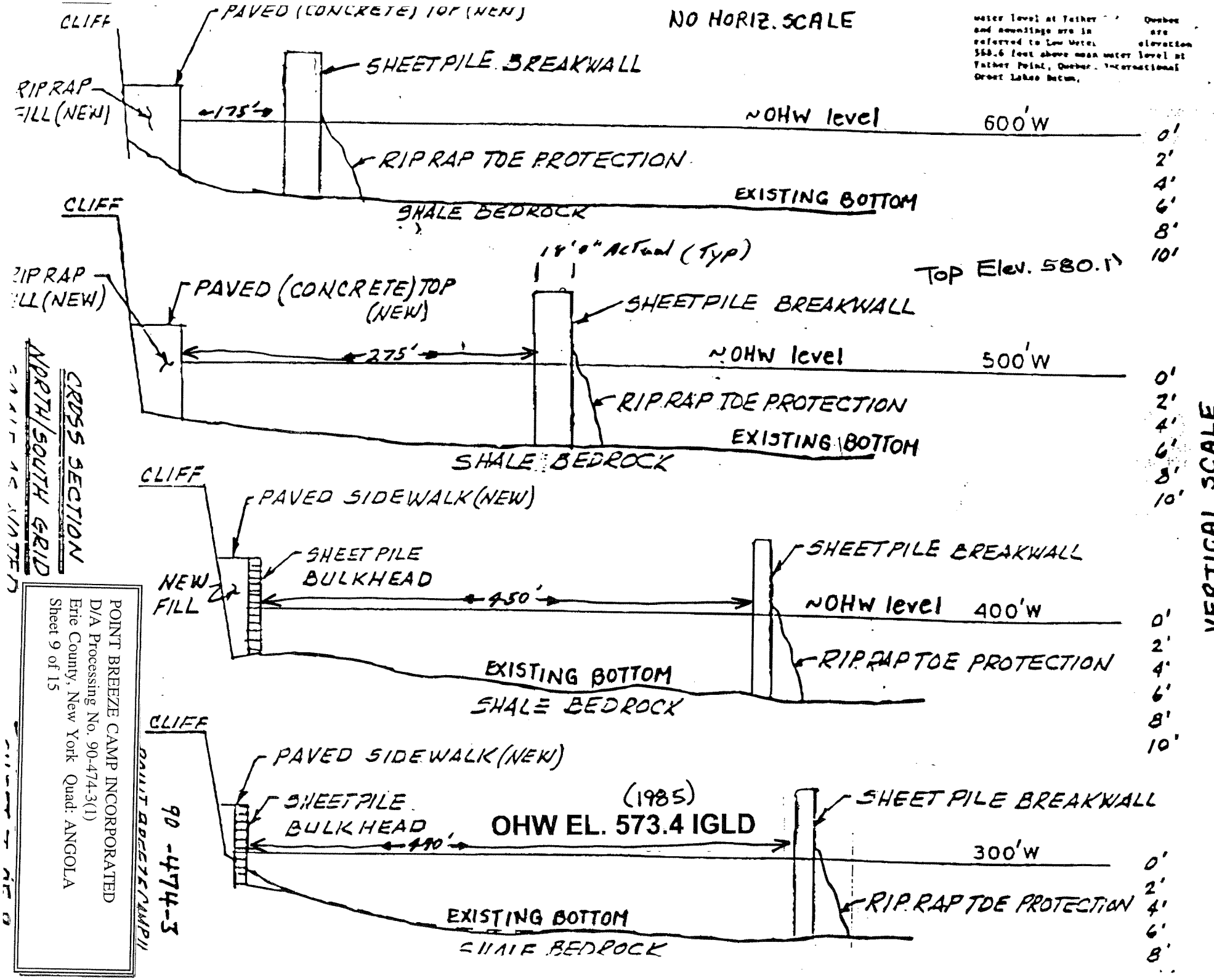
Elevations are in feet above mean water level at Father Point, Quebec and soundings are in feet and are referred to Low Water Datum elevation 568.4 feet above mean water level at Father Point, Quebec, International Great Lakes Datum.

90-474-3

MODULE ANCHOR SYSTEM
FOR FLOATING DOCK'S
50 REQ'D.
SCALE: 3/8" = 1'-0"

POINT BREEZE CAMP INC.
MARINA IMPROVEMENTS
TOWN OF EVANS, ERIE COUNTY
N.Y.
APPLICATION BY POINT BREEZE
CAMP, INC.
SHEET 1 OF 8





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POINT BREEZE CAMP INC.
MARINA IMPROVEMENT PROJECT

SAND BYPASSING AND BEACH NOURISHMENT PLAN
MAY 5, 1995

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Erie County, New York Quad: ANGOLA
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GENERAL

The proposed breakwall is to be located at Point Breeze Camp Inc. 9456 Lakeshore Road, Town of Evans, New York. This structure is a sheetpile crib, with armor stone on the lake side which is exposed to the wind and wave action of Lake Erie. Orientation of the breakwall is such that it extends the headland at Point Breeze 600 feet+/- to the northeast and mimics the existing shoreline. Although every attempt has been made to minimize the effect of the breakwall on long shore sediment drift a portion of the sediment can build up in several locations making mechanical bypassing techniques necessary to assure that the long shore sediment drift is not interrupted. This document outlines the anticipated quantities of sediment, areas of buildup, means of transport, and anticipated dates for the work.

AREAS OF ACCUMULATION

The three areas of sediment accumulation requiring sediment bypassing were identified in the DEC hearings in June of 1988, and shown on the attached drawing. These are Southeast of the East end of the breakwall (area 1), just on the inside of the breakwall (area 2) and lastly Southwest of the small headland where the breakwall connects to land (area 3). Based on our Physical Investigations Report most of the depositing of sediment at Point Breeze will be in late fall and early spring when the wave action is the most severe. During this period we are assuming that 75% of the annual accumulation of sediment (6750 cu. yds. worst case) will occur requiring removal prior to opening the harbor in the spring. We anticipate that 60% of this accumulated sediment will deposit at the tip of the breakwall (area 1), 20% will accumulate just inside the breakwall (due to over topping of the wall) (area 2) and the remainder will accumulate Southwest of the headland on shore (area 3). During the summer months most of the accumulated sediment will build up on the southwest beach (area 3) and be bypassed mechanically before posing a problem at the tip of the breakwall. It is anticipated that 70% to 80% of this sediment will be bypassed on land. Based on the above assumptions the following is a table of anticipated "Worst Case" accumulations of sediment.

SPRING BYPASSING		
1	Tip of the breakwall	4050 cu.yds.
2	Inside the breakwall	1350 cu.yds.
3	Southwest of the Breakwall	1350 cu.yds.
	Total	6750 cu.yds.
SUMMER BYPASSING		
1	Tip of the breakwall	350 cu.yds.
2	Inside the breakwall	100 cu.yds.
3	Southwest of the Breakwall	1800 cu.yds.
	Total	2250 cu.yds.

MEANS OF TRANSPORT

There are two distinct methods of bypassing required to assure that the effects of the breakwall on the long shore drift of sediment are mitigated. These are mechanically on land and pumping in the water.

The land based bypassing will remove excess sand and sediment from the beach west of the headland (area 3), transport it to the beach on the east side of the marina (area 4) and spread it out on the beach at the edge of the water. This will be accomplished using a wheel loader, trucks and a bulldozer.

The sediment in the water will be removed using a dredge pump (area 1 & 2), which will transport the sediment through a pipe to the beach on the east side of the marina (area 4). It will be allowed to accumulate there and be spread onto the beach along the shoreline using a wheel loader or bulldozer.

Depending on the quantity of sediment and the condition of the east beach, excess sediment will be piped into the wave active zone 200 feet East of the breakwall (area 5) and pumped there to facilitate a natural continuance of the long shore drift of these sediments.

WORK DATES

Spring Bypassing:

This work will be completed by May First each year or forty (40) days after the ice cover is off of the lake. which ever is later.

Summer Bypassing:

Summer bypassing will be done on an as needed basis to maintain the harbor.

Notification:

All permitting agencies will be notified of the commencement of any "in water" dredging operations prior to the start and after completion.

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POINT BREEZE CAMP INC.
MARINA IMPROVEMENT PROJECT

SAND BYPASSING AND BEACH NOURISHMENT
SITE PLAN

MAY 5, 1995